COMPARATIVE ANALYSIS OF DIFFERENT PI/PID CONTROL STRUCTURES FOR TWO-MASS SYSTEM

Krzysztof Szabat, Teresa Orlowska-Kowalska

Wroclaw University of Technology
Institute of Electrical Machines, Drives and Measurements
ul. Smoluchowskiego 19, 50-372 Wroclaw, POLAND
Phone: (+48 71) 320 35 46 Fax: (+48 71) 320 34 67
Email: teresa.orlowska-kowalska@pwr.wroc.pl, krzysztof.szabat@pwr.wroc.pl

Abstract – In the paper the analytical design procedure of a speed control system with PI and PID controllers and different additional feedbacks for a drive with an elastic joint is shown. The comparative analysis based on the location of closed-loop system poles is presented. The analytical equations, which ensure required damping coefficient of the drive system, are given. Moreover, the performances of the two-mass drive system with PI speed controller designed using the pole placement method was compared to the performances of the drive system with linear PI and fuzzy-logic PI controllers, both designed using genetic algorithm for the control index optimization. The dynamic behavior of considered control structures with different speed controllers have been examined using computer simulations and experimental tests.

Index terms – Electrical drives, elastic joint, additional feedback, PI controller, fuzzy control

I. INTRODUCTION

In some industrial applications the mechanical part of the system has very low resonant frequency, because of a long shaft between the motor and the load machine. So, especially in the drive systems with high performances speed and torque regulation, the motor speed is different from the load speed during transients. This speed difference means that the shaft is undergoing large torsional torque which influences it in a negative way. Additionally, speed oscillations cause decrease in the quality of the rolling material and can influence the stability of the control system. Except for rolling mill drives [8], [9] a similar problems appears in servodrives [1], [3], [4], [6], [10], [12], [14], space network antennas [5], robot arm [15] or cage host drive. Several control structures have been developed for suppression of torsional vibrations. Most popular are structures with PI speed controller and different additional feedbacks [3], [4], [6], [8], [9]-[11]. However, there is a lack of analytical formulas for controller parameters adjustment as well as a comparative analysis with other control structures seems to be interesting.

Moreover, in the last few years fuzzy logic control (FL) has appeared a great field of interest in many technical applications, also in electrical drives [7], [10], [13]. FL controllers are specially designated to control problems of nonlinear, non-stationary or ill-defined systems. But recently the fuzzy-logic techniques are also used for linear or quasi-linear systems.

The main goal of this paper is to develop systematic analysis and design guidelines for the speed control of two-mass system with PI/PID speed controller supported by different additional feedbacks as well as comparison of dynamical properties of such structures. Additionally the application of soft computing (SC) technique was discussed. The difference in dynamic performances between classical and SC approach was shown.

II. THE MATHEMATICAL MODEL OF THE DRIVE SYSTEM

In the paper a commonly used model of the drive system with the resilient coupling is considered. The system is described by the following state equations (in per unit system), with nonlinear friction neglected:

\[
\frac{d}{dt}\begin{bmatrix}
\omega_1(t) \\
\omega_2(t) \\
m_1(t) \\
m_2(t)
\end{bmatrix} = \begin{bmatrix}
0 & 0 & -1/T_1 & 0 \\
0 & 0 & 1/T_1 & 1/T_1 \\
1/T_2 & -1/T_2 & 0 & 0 \\
1/T_2 & 0 & 0 & 0
\end{bmatrix}\begin{bmatrix}
\omega_1(t) \\
\omega_2(t) \\
m_1(t) \\
m_2(t)
\end{bmatrix} + \begin{bmatrix}
1/T_1 \\
0 \\
0 \\
0
\end{bmatrix} \begin{bmatrix}
\omega_e(t) \\
\omega_e(t) \\
m_e(t) \\
m_e(t)
\end{bmatrix} + \begin{bmatrix}
0 \\
0 \\
-1/T_{c2} \\
0
\end{bmatrix} \begin{bmatrix}
m_{d1} \\
m_{d2} \\
m_{d3} \\
m_{d4}
\end{bmatrix}
\]  \hspace{1cm} (1)

where: \(\omega_1\) – motor speed, \(\omega_2\) – load speed, \(m_e\) – motor torque, \(m_e\) – shaft (torsional) torque, \(m_{d1}\) – disturbance torque, \(T_1\) – mechanical time constant of the motor, \(T_{c2}\) – mechanical time constant of the load machine, \(T_{c2}\) – stiffness time constant. Parameters of the analysed system are following: \(T_1=230\,\text{ms}\), \(T_{c2}=230\,\text{ms}\), \(T_{c2}=2.6\,\text{ms}\).

The electromagnetic torque of the motor is used as a control input of the system and the angular speed of the motor is taken as the output value. Hence, results of this work can be applied to any kind of the electrical motor with high performance electromagnetic torque control.

III. PI/PID SPEED CONTROL STRUCTURES FOR TWO-MASS SYSTEM

A. The control structures description

A typical electrical drive system is composed of a power converter-fed motor coupled to a mechanical system, a microprocessor-based system controller, current speed and/or positions sensors used as feedback signals (Fig 1). Typically, cascade control structure
containing two major control loops is used. The inner control loop performs a motor torque regulation and consists of the power converter, electromagnetic part of the motor, current sensor and respective current or torque controller. Therefore, this control loop is designed to provide sufficiently fast torque control, so it can be approximated by an equivalent first order term. If this control is ensured, the driven machine could be AC or DC motor, with no difference in the outer control loop. This outer loop consists of the mechanical part of the motor, motor speed sensor, speed controller, and is cascaded to the inner loop. It provides speed control according to the reference value.

The classical system with PI controller (without additional feedback and parameters of the controller adjusted to achieve double poles location) has the damping coefficient $\xi$ and the resonant frequency $\omega_0$ dependent on mechanical parameters of the system. In order to obtain any assumed damping coefficient $\xi_{\text{ass}}$, the additional feedback is needed. According to Fig. 2, it could be a feedback from: torsional torque ($k_t$), derivative of torsional torque ($k_{tt}$) (two pairs of the controller parameters ensuring assumed damping coefficient are possible), difference between motor and load speed ($k_i$) and load speed ($k_j$).

The classical PID controller without additional feedback can also be used to damp torsional vibrations effectively. The properties of the classical system with PID controller were analysed and compared to properties of the systems with PI controller and additional feedbacks.

The parameters of control structure were obtained with the use of load speed transfer function:

$$G_s(s) = \frac{\Delta T_{s}}{sT_{2}T_{c} + sT_{2} + sT_{1}}$$

where:

$$G_s(s) = \frac{s}{s^2 + \frac{2}{T_c} s + \frac{1}{T_i}}$$

is the transfer function of the speed controller.

### Table 1. Mathematical formulas used for parameters setting of PI/PID speed controllers of two-mass drive system

<table>
<thead>
<tr>
<th><strong>PI, without additional feedbacks</strong></th>
<th>$K_p = \frac{T_c}{T_i}$, $K_i = \frac{T_i}{T_c}$</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PI, feedback form torsional torque</strong></td>
<td>$K_p = 2 \left( \frac{T_i + k_i}{T_i} \right)$, $K_i = \frac{\xi_{\text{ass}}}{\omega_0} + \frac{2}{T_i}$</td>
</tr>
<tr>
<td><strong>PI, feedback form derivative of torsional torque</strong></td>
<td>$K_p = \frac{1}{T_c + x}$, $K_i = \frac{\xi_{\text{ass}}}{\omega_0} + \frac{2}{T_i T_c}$</td>
</tr>
<tr>
<td><strong>PI, feedback form difference between motor and load speed</strong></td>
<td>$K_p = \frac{1 - k_i}{T_i T_c}$, $K_i = \frac{\xi_{\text{ass}}}{\omega_0} + \frac{2}{T_i T_c}$</td>
</tr>
<tr>
<td><strong>PI, feedback from load machine speed</strong></td>
<td>$K_p = \frac{T_i + k_i}{T_i T_c} \left( \frac{4 \xi_{\text{ass}}^2}{\omega_0^2} + 1 \right)$, $K_i = \frac{\xi_{\text{ass}}}{\omega_0} + \frac{2}{T_i T_c}$</td>
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</table>

### B. PI/PID controllers design

The schematic diagram of the control structure with possible additional feedbacks is presented in Fig. 2.
In the Table 1 mathematical formulas developed for PI and PID controllers’ parameters, which enable any assumed damping coefficient of all considered control systems are presented.

In Fig 3, the closed-loop poles loci of all considered control systems are presented. These systems are of fourth order and presented poles are double. The damping coefficient in all systems with additional feedback was set to 0.7.

The system with PI controller and additional feedback from derivative of torsional torque \( K_p=162, K_I=4357, -k_2=0.29 \) has the highest value of the resonant frequency. However, this system is very sensitive to the noise level in the real system (because of big value of feedback coefficient). The next fastest control structures is the system with additional feedback form torsional torque \( K_p=26, K_I=384, k_2=0.96 \) and the system with PID \( K_p=13, K_I=196, K_d=-0.11 \) controller; the poles of both systems lie in the same place. The application of PID controller permits achieving assumed damping coefficient without additional feedback, which simplifies the implementation in the real system - measuring the additional variable could be difficult, so they should be estimated. The systems with additional feedback from difference between the load and the motor speed \( K_p=15, K_I=196, k_3=0.48 \) or feedback from the load speed \( K_p=21, K_I=256, k_3=0.32 \) have the same dynamic characteristics. The slowest is the system with additional feedback from derivative of torsional torque \( K_p=12, K_I=136, +k_2=0.021 \).

The main aim of the research presented in this chapter has been the comparison of the dynamic characteristics of control structures with three types of speed controllers in the structure without additional feedbacks (as in Fig.1):
1 - classical PI controller with parameters obtained using analytical equations (according to the Table 1),
2 - classical PI controller with parameters obtained using genetic algorithms,
3 – fuzzy logic controller with parameters obtained by means of genetic algorithms.

Genetic algorithms (GA) were successfully applied for optimisation procedure of fuzzy logic controllers [1,2,10]. The application of GA to fuzzy controllers design, hold a great deal of promise in overcoming two major problems in fuzzy controllers adjustment: time design and optimally design.

Because one of the main goals of this paper was the comparison of the dynamic behaviour of the two-mass drive system with the classical PI and FL speed controllers, both controllers were designed using the same control index and the same optimization procedure (GA).

The following control index was taken into account:

\[
K_f = \min_{t \in \mathbb{T}} \int_0^t \left( \theta_{ref} - \theta_L \right)^2 dt ;
\]  

(2)

Parameters of the proposed fuzzy controller are presented in Fig. 5.
The above speed transients for the control structures with different types of PI controllers confirm that the application of genetic algorithms and fuzzy logic theory can improve the dynamic properties and effectively suppress oscillations of the two-mass drive system.

V. EXPERIMENTAL RESULTS

All simulation tests have been verified in the experimental set-up presented in Fig. 7. The real system is composed of a DC motor driven by a four-quadrant chopper. The motor is coupled to a load machine by an elastic shaft (a steel shaft of 5mm diameter and 600mm length). The moment of inertia can be varied by a flywheel, where the inertia ratio of motor to load varies from 0.125 to 8. The load machine is also a DC motor. Two motors have the nominal rating of 500W each. Speed and position of DC motors are measured by incremental encoders (5000 pulses per rotation). The mechanical system has a natural frequency approximately 9.5 Hz, time constants $T_1, T_2$ and $T_c$ of the real system as the same as given in chapter 2. The control algorithms are implemented in DSP using the dSPACE software.

The information about the torsional torque (in some structures) was obtained using a simple estimator [5], which block diagram is presented in Fig 8.

The $T_d$ time constant should be as small as possible and depends on the noise level in the real system (it was set to the value of 3ms in experimental drive).
Transients of the motor and load speed are presented in Fig. 9. To avoid limitation of electromagnetic torque, the speed reference value was set to 20% of nominal speed.

The first considered control structure was the system with PI controller without additional feedback. As shown in Fig 9a, the load speed of the system has a large overshoot and settling time.

Next, transients of the system with additional feedback from torsional torque \((k_1)\) are presented in Fig. 9b. Torsional vibrations were successfully damped. The system with additional feedback from derivative of torsional torque was also tested. Because of a quite big noise level in the real system, the structure with bigger resonant frequency \((-k_2)\) was not examined. In Fig. 9c the load and motor speed transients for the slower system \((+k_2)\) are presented.

Then, transients of the system with additional feedback from difference between motor and load speed \((k_3)\) and form load speed \((k_4)\) are presented in Fig. 9d and Fig. 9e, respectively. In Fig. 9f the motor and load speed traces of the system with PID controller are shown.

Next, transients of the systems with classical PI and PI fuzzy logic speed controllers, tuned by genetic algorithm, without additional feedbacks are presented. The load speed (in the case of both systems) has a small overshoot; as in simulations. The system with fuzzy-logic controller has slightly bigger overshoot, which could be minimised but then the rising time (which is the shortest of all systems) will increase.

VI. CONCLUSION

In the paper an analysis of different P/PID control structures for the drive system with elastic joint was done. The analytical formulas for PI and PID controllers’ parameters, which enable any assumed damping coefficient of all considered control systems were developed and dynamic characteristics were compared. In order to provide the assumed damping coefficient in the systems with PI controller the insertion of additional feedback is needed. The PID controller without additional feedback is an interesting alternative. Still, it requires a good speed sensor. The system with additional feedback from derivative of torsional torque has the best dynamic property \((-k_2)\), but it requires a low noise level in real application. Next, the control structure with additional feedback from torsional torque has the best characteristics. The implementation of this structure in real system is quite easy. The system with PID controller has the same properties. Besides, the application of the genetic algorithm for PI and fuzzy logic controllers was considered. It was shown that both methods could be successfully applied in control of the two-mass system.

REFERENCES


